

1820

## LLOYD'S REGISTER OF SHIPPING.

PORT Galveston, Texas.

January-19th-1920.

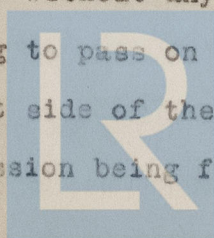
## THIS IS TO CERTIFY that

J. A. Laing appointed by J. C. Grant

the undersigned Surveyor to this Society did at the request of the Owners, attend on board the Wood Five Masted Schooner "SANTINO" 2491 tons of New York, while the vessel was lying afloat in ballast at the Cotton Dock, Port Arthur, Texas, on Jany-9th-1920 and subsequent dates, for the purpose of ascertaining the extent and amount of damage stated to have been sustained, when an unknown steamer collided with her off the Cuban Coast on December-30th-1919.

The Captain reports that he left Havana 8-50 a.m. on the 28th of December-1919 with a pilot on board and assisted by one tugboat; at 9-30 a.m. pilot and tugboat left and the vessel proceeded towards Sabine, encountering head winds and calms and making slow progress. All went well until December-30th-1919 about 4-00 a.m. the vessel was making about  $2\frac{1}{2}$  knots speed, close-hauled on the starboard tack, all sails set. A steamer's head lights were reported by the look-out  $1\frac{1}{2}$  points on the port bow and about fifteen minutes later both side lights of same steamer were visible.

The Chief Officer inspected the Schooner's side lights and found both were burning bright. 4-30 a.m. the steamer changed his course showing only his port side light and kept this course until about one cable length of the schooner's bow, when he again changed his course and showed both side lights. The Schooner's bell was rung and she was kept in a steady course without any alteration. The steamer changed course again trying to pass on the port side; being so close he collided with the port side of the Schooner between the main and mizzen rigging; the concussion being felt throughout the ship;



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this happened 4-35 a.m. position Lat: North 22.59 and Long: West 83.47.

When the collision occurred and previous to the same, the steamer had a few deck lights burning and on account of darkness and his speed it was impossible to ascertain his name; but several members of the crew testified that the steamer was about 2000 tons and had a black funnel painted with some kind of monogram in white. Immediately after the collision soundings were taken of the schooner but no extra leakage was observed. The steamer extinguished all deck lights except the stern light and proceeded at full speed although several blue lights were shown from the Schooner. At 7-00 a.m. ship was tacked when it was found that several planks were badly torn and the cement in the seams in several places had fallen out. After soundings had again been taken and it was found that the ship was apparently not leaking seriously, he tacked ship about 8-00 a.m. and proceeded to his port of destination.

For further particulars see Vessel's log-book.

On examination it was found that the second plank from the bottom in the wales and the fourth plank about amidships was out in about three-quarters of an inch for about fifteen feet in length. Bottom edge of wales grazed and two planks slightly set in at a butt.

Several treenails were found to have been disturbed, and one drift bolt had been displaced leaving an opening at the bottom. About 150 feet of the caulking was found to have been started.

Six seams on the main deck started slightly on the port side.

The poop deck showed signs of leakage at seven places.

It was RECOMMENDED that the port side of the vessel be recaulked for about 150 feet amidships from the bottom of the wales up to the main deck. All broken cement being first removed, when the caulking was finished to be renewed.

All disturbed treenails to be removed and renewed.

A hole to be made alongside the disturbed drift bolt in the second plank of the wales from the bottom and a plug fitted in.

The damaged planking on the port side to be dressed.

Six seams in the main deck on the port side to be caulked fore and aft.

Poop deck to be caulked at seven leaky places.

All treenail and spike holes to be plugged and cemented.

The vessel to be tried on starboard side and necessary caulking done.

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After the caulking on both sides had proceeded it was decided to recaulk the vessel fore and aft from the wales to the main deck.

This work was carried out to my satisfaction.

The ship was carefully sounded while in port and the soundings found to be normal from time to time.

An examination was also made of the pipeline connections to liquid fuel tanks in the engine room in order to make recommendations for blanking these tanks off as a precaution against fire.

On examination it was found that there were six steel fuel tanks all connected to each other and the pipeline running to two fuel pumps. In each tank there is a valve on the inside operated from the top.

As it was necessary to have fuel in one of the tanks for the donkey boiler, it was recommended that the pipe line be disconnected at four of the tanks and the holes plugged up with four  $1\frac{1}{2}$ " gas plugs.

As the oil is consumed from each tank, this tank will be blanked off and another tank connected to the pumps so that at any time only one tank will be in direct connection with the pumps.

This work was carried out to my entire satisfaction.

J. C. Grant  
Surveyor to Lloyd's Register  
Per J. A. Laing



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